

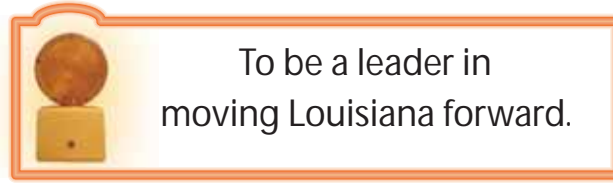
DOTD

2005 -

2006

A Year of
PROGRESS
&
CHALLENGES

Our Vision



Our Mission

To deliver transportation and public works systems that enhance quality of life and facilitate economic growth and recovery.



Our Values

We are committed to earning the public's trust, holding to the highest moral, ethical and professional standards.

Excellence

We strive for high quality, ensuring the best product possible.

Leadership

We embrace our responsibilities and empower our people to succeed.

People

We respect our co-workers for their dedication, skills, diversity and responsible actions.

Public Service

We respond to the needs of our citizens, communities and partners in a timely manner.

Accountability

We take responsibility for our performance.



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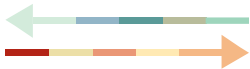
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Fellow Citizens,

I hope you find the Louisiana Department of Transportation and Development's 2006 Annual Report informative and inspirational.

Going into the fiscal year, DOTD faced incredible challenges that included a record-breaking letting schedule in our regular highway program and in the Transportation Infrastructure Model for Economic Development (TIMED) program. Never before had Louisiana embarked on such an ambitious schedule that included major construction projects totaling \$1.6 billion.

On August 29, 2005, Hurricane Katrina devastated southeast Louisiana, including the New Orleans area. Hurricane Rita then pummeled southwest Louisiana, leaving a path of destruction from Slidell to Holly Beach.

The task of recovery and rebuilding our tattered infrastructure continues today and will be a major focus of DOTD in the coming years. At the same time, we are committed to improving our existing infrastructure throughout the entire state and maximizing the resources that are available to us.

In closing, I would like to thank Governor Kathleen Blanco for her support of DOTD and transportation in Louisiana. As a result of her leadership, we are making large strides in building and maintaining a robust and safe system for all of our citizens.

With warm regards,

A handwritten signature in black ink, reading 'Johnny B. Bradberry'.

Johnny B. Bradberry
DOTD Secretary



Executive Staff

DOTD
Secretary



J. BRADBERRY

Chief
Engineer



W. TEMPLE



S. LEBAS

For Policy
Asst. to the Secretary



C. GRANT

Deputy
Secretary



M. BRIDGES

DOTD
Undersecretary

Assistant
Confidential



S. WILSON



D. ADAMS

Director
Human Resources



M. LAMBERT

Director
Communications



L. DURANT

General
Counsel



E. KALIVODA

Planning & Programming
Assistant Secretary



J. DIEZ

Liaison
Legislative



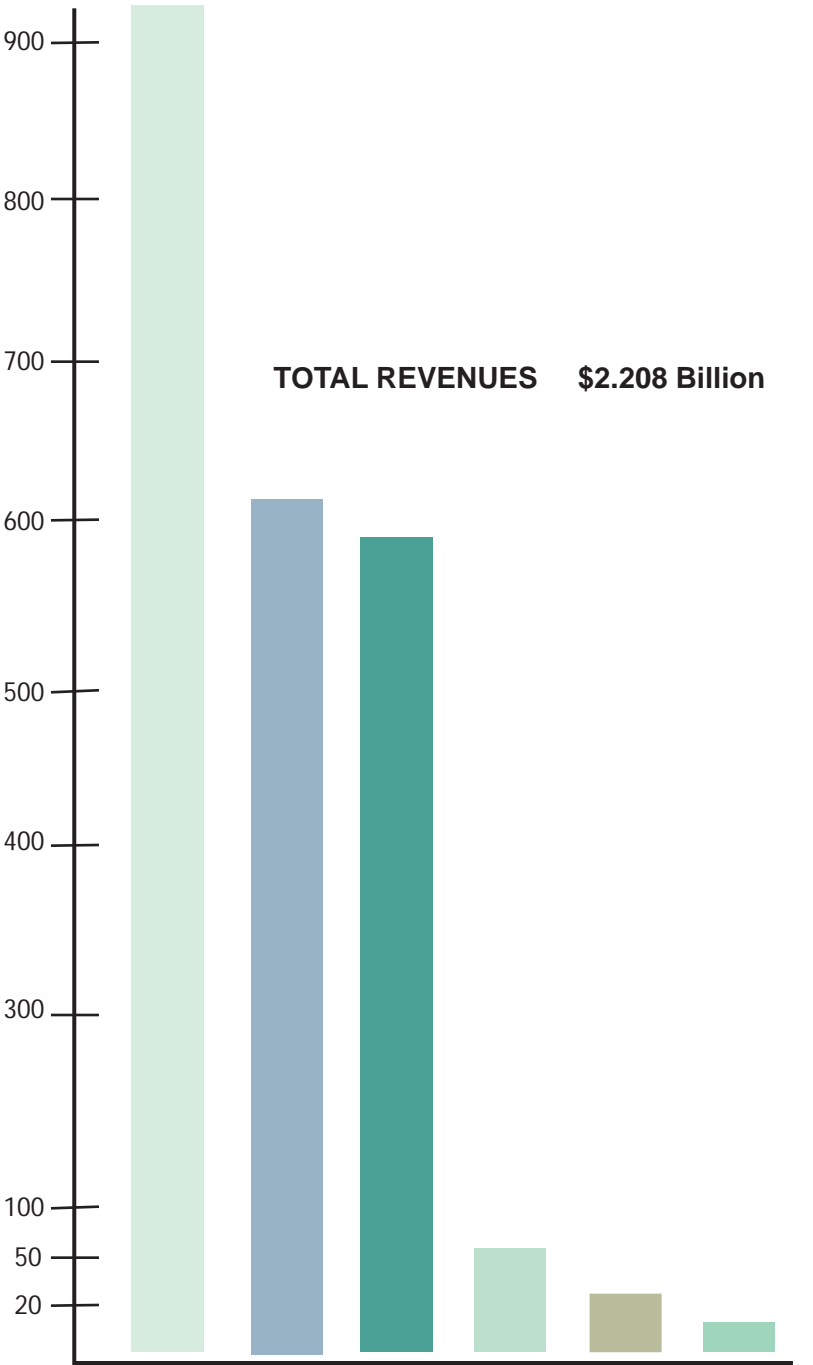
G. NELSON

Operations
Assistant Secretary



E. PREAU

**Public Works, Hurricane Flood Protection
& Intermodal Transportation**
Assistant Secretary



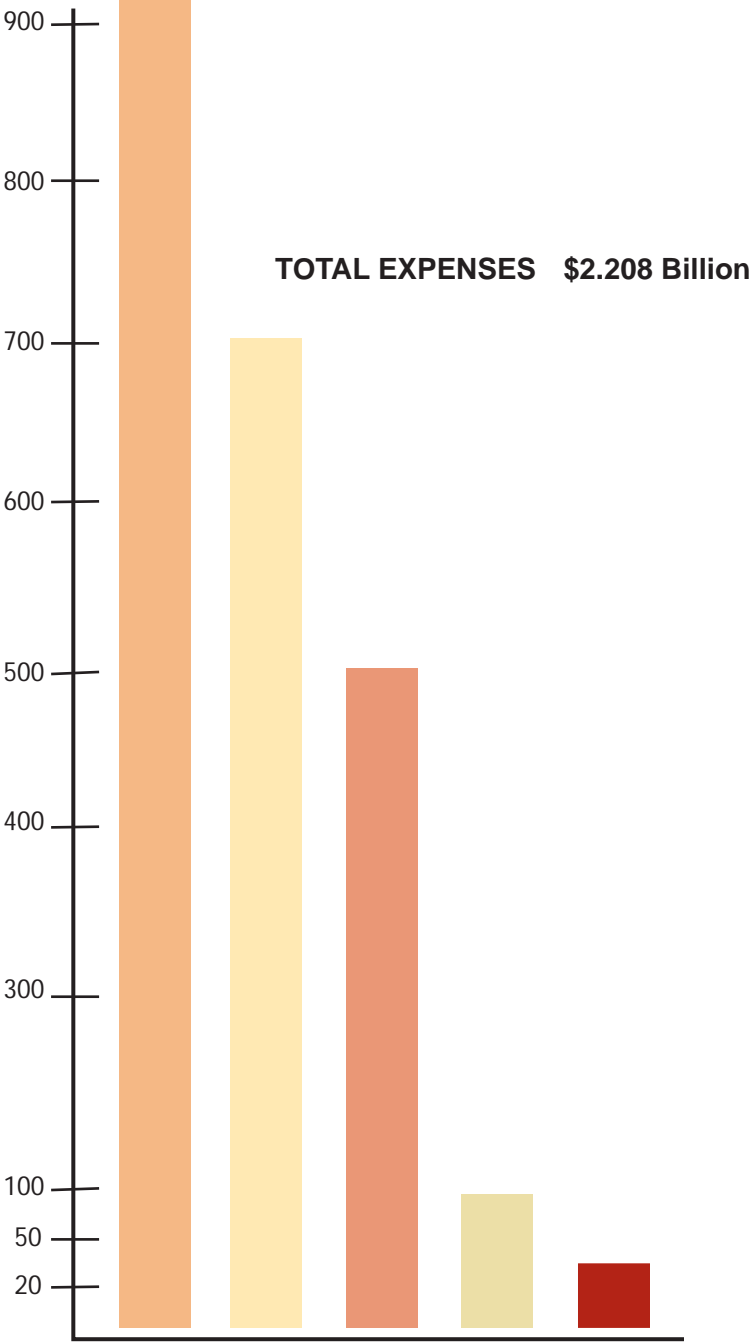
Revenues

TIMED Revenues and Bond Receipts	\$924 Million
Federal Funds	\$605 Million
State TTF Funds	\$567 Million
Self-Generated Funds	\$ 57 Million
General Obligation Bonds/Local Match Funds	\$ 33 Million
Interagency Transfers	\$ 22 Million
\$2.208 Billion	



Expenses

TIMED Program	\$918 Million
Capital Outlay (Highways)	\$687 Million
Operating Budget	\$481 Million
Non-DOTD Dedicated (State Police, Parish Transportation Fund)	\$ 83 Million
Capital Outlay (Non Highways)	\$ 39 Million
\$2.208 Billion	



Key Facts: Ports and Water Resources

2,000 Miles of navigable waterways
26 Shallow and deep-draft ports
540 Dams/reservoirs regulated by DOTD
59 Surface-water gauging stations
200 Water-level monitoring stations
162,193 Registered water wells regulated
4,340 Water wells inspected during fiscal year 2006



"The Change Management program allowed DOTD to reduce the turn-around time for issuing a water resources permit advisory letter from five weeks to less than eight days." – **Ed Preau, Assistant Secretary of Public Works, Hurricane Flood Protection and Intermodal Transportation**

Aviation trust fund increased to \$9.7 million



"The Change Management program has allowed DOTD's aviation section to create a more customer-friendly sponsor-state agreement for grants. This new agreement eliminated 35 project actions previously required of airport sponsors." – **Ed Preau, Assistant Secretary of Public Works, Hurricane Flood Protection and Intermodal Transportation**

DOTD's Intermodal Transportation Division, in coordination with the Louisiana Department of Revenue, received approval from the Revenue Estimating Conference to increase its Aviation Trust Fund (ATF) to \$9.7 million as of July 1, 2006. The extra money will be used to fund additional capital infrastructure improvements at public-owned, public-use airports in the state.

Prior to the increase, the fund – which is financed from taxes collected on the sale of aviation fuel – received \$6.3 million annually.

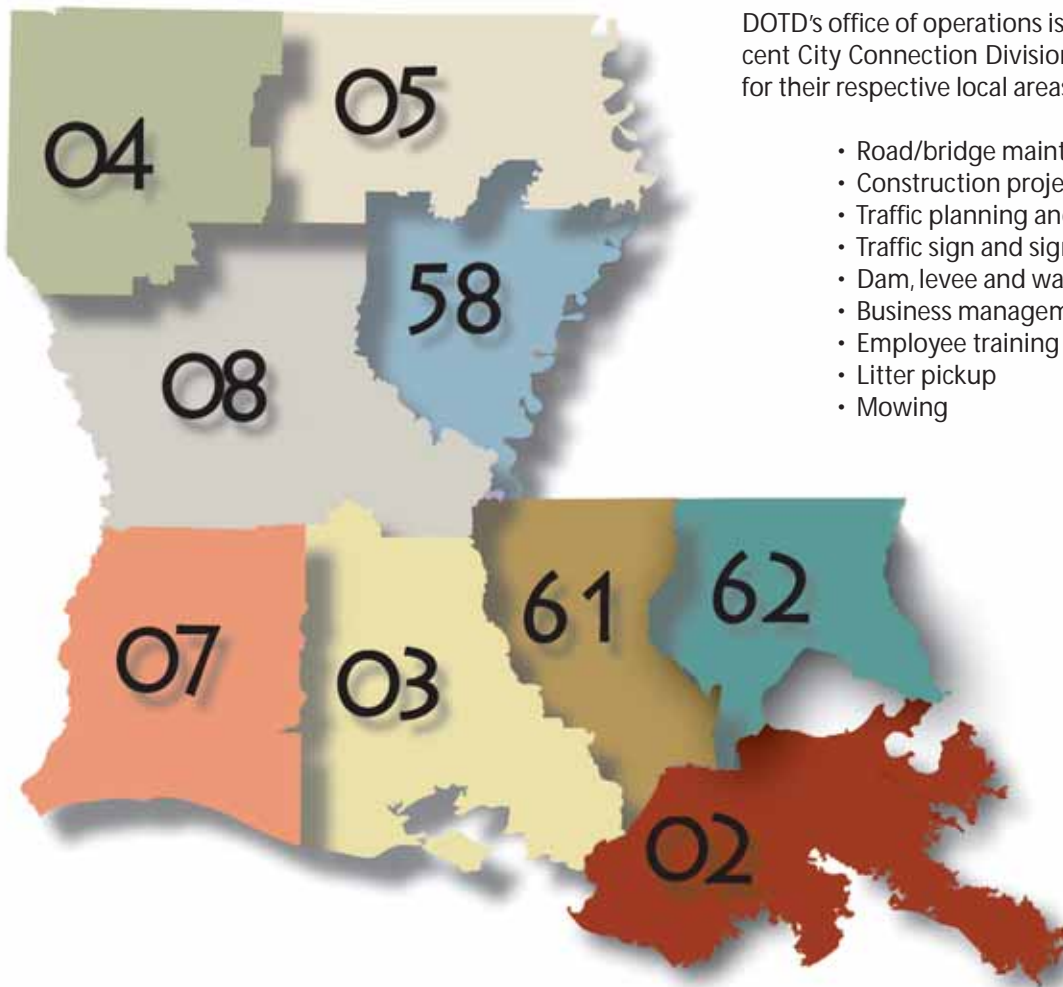
The increase was justified by escalated fuel prices. A survey completed in 2005 revealed a significant increase in price-per-gallon for aviation fuel, as compared to the initial fuel-price survey completed in 1989 to establish the ATF.



Photo courtesy of Donn Young of the Port of New Orleans

Districts

About DOTD's Districts



DOTD's office of operations is made up of nine district field offices and the Crescent City Connection Division. The field offices perform a number of functions for their respective local areas. Their duties include:

- Road/bridge maintenance
- Construction project oversight and inspection
- Traffic planning and design work
- Traffic sign and signal operations
- Dam, levee and water well inspections
- Business management
- Employee training
- Litter pickup
- Mowing

The Crescent City Connection Division (CCCD) in New Orleans operates, maintains and polices the bridges and ferries that cross the Mississippi River in Orleans, Jefferson and St. Bernard parishes. The CCCD operates on self-generated funds, and any excess is used for transportation projects authorized by the legislature.

Districts

Parishes: Jefferson, Lafourche, Orleans, Plaquemines, St. Bernard, St. Charles, Terrebonne

1.504.437.3100 / 1.800.256.1599



District 02	Unit of Measure	Number
Mowing	Acres	21,696
Litter pickup	Cubic Yards	29,233
Roads resealed/overlayed	Miles	99
Drainage studies completed		40
Traffic studies completed		117
Roadway striping	Miles	363
Projects completed		16 (\$24,229,839)
Interstate maintained	Miles	87
Non-interstate maintained	Miles	1,182
Bridges maintained		674



"Change Management implementation has improved communication between District 02 and DOTD headquarters, streamlined some processes and increased efficiencies in some sections, such as Intelligent Transportation Systems." – **Michael Stack, District 02**



District 02 Administrator **Michael Stack** visits Mardi Gras World in New Orleans.



03

Districts

Parishes: Acadia, Evangeline, Iberia, Lafayette, St. Landry, St. Martin, St. Mary and Vermilion

1.337.262.6100 / 1.800.256.1817

District 03 Administrator **Bill Fontenot** announces at the American Legion baseball games in Opelousas. Photo courtesy of David Gremillion of *The Daily World*.



District 03	Unit of Measure	Number
Mowing	Acres	38,878
Litter pickup	Cubic Yards	22,507
Roads resealed/overlayed	Miles	46
Drainage studies completed		9
Traffic studies completed		45
Roadway striping	Miles	3,081
Projects completed		43 (\$84,900,000)
Interstate maintained	Miles	107
Non-interstate maintained	Miles	2,348
Bridges maintained		1,024



04

Districts

Parishes: Bienville, Bossier, Caddo, Claiborne, DeSoto, Red River and Webster

1.318.549.8300 / 1.800.762.1852



District 04	Unit of Measure	Number
Mowing	Acres	33,955
Litter pickup	Cubic Yards	2,600
Roads resealed/overlayed	Miles	150
Drainage studies completed		2
Traffic studies completed		70
Roadway striping	Miles	2,602
Projects completed		35 (\$42,480,395)
Interstate maintained	Miles	137
Non-interstate maintained	Miles	1,932
Bridges maintained		1,281

District 04 Administrator **John Sanders** stands in front of the KCS railroad bridge across the Red River while visiting the Louisiana Boardwalk in Bossier City.

Districts

05

Parishes: East & West Carroll, Jackson, Lincoln, Madison, Morehouse, Ouachita, Richland and Union

1.318.342.0100 / 1.800.256.1595



District 05

Unit of Measure

Number

Mowing	Acres	34,042
Litter pickup	Cubic Yards	2,311
Roads resealed/overlayed	Miles	63
Drainage studies completed		8
Traffic studies completed		58
Roadway striping	Miles	1,527
Projects completed		30 (\$69,150,000)
Interstate maintained	Miles	118
Non-interstate maintained	Miles	1,956
Bridges maintained		924

District 05 Administrator **John Kelly** visits the Black Bayou Lake National Wildlife Refuge located in Monroe.

07

Parishes: Allen, Beauregard, Calcasieu, Cameron and Jefferson Davis

1.337.437.9100 / 1.800.752.6706



District 07

Unit of Measure

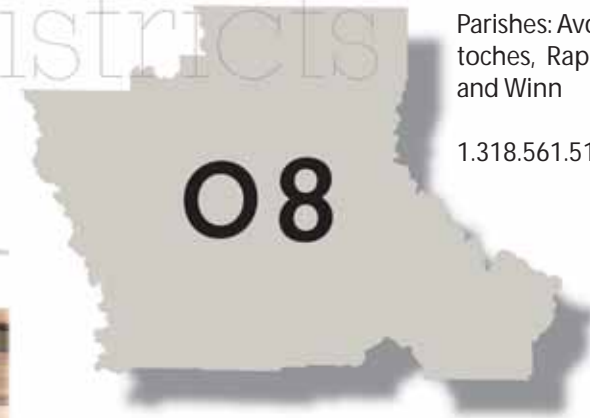
Number

Mowing	Acres	21,590
Litter pickup	Cubic Yards	4,894
Roads resealed/overlayed	Miles	92
Drainage studies completed		25
Traffic studies completed		21
Roadway striping	Miles	814
Projects completed		22 (\$18,998,685)
Interstate maintained	Miles	79
Non-interstate maintained	Miles	1,261
Bridges maintained		567

District 07 Administrator **Bobby Hennigan** is proud that his district is home to one of only three ornamental bridges in the state. The railing of the I-10 Calcasieu River Bridge in Lake Charles, pictured behind Hennigan, is decorated with cast iron dueling pistols.



Districts



Parishes: Avoyelles, Grant, Natchitoches, Rapides, Sabine, Vernon and Winn

1.318.561.5100 / 1.800.542.3509

"Change Management has changed the way District 08 is doing business. We are more focused on what our goals and objectives are. Change Management is teaching us accountability and is improving customer service. It is also allowing us to tear down barriers that were stumbling blocks in the past."

– **Wayne Marchand**,
District 08 Administrator

District 08 Administrator **Wayne Marchand** visits the England Airpark (the old England Air Force Base) in Alexandria, La.

District 08	Unit of Measure	Number
Mowing	Acres	61,800
Litter pickup	Cubic Yards	4,200
Roads resealed/overlayed	Miles	104
Drainage studies completed		15
Traffic studies completed		37
Roadway striping	Miles	1,313
Projects completed		41 (\$37,839,668)
Interstate maintained	Miles	114
Non-interstate maintained	Miles	2,513
Bridges maintained		1,326

Districts



Parishes: Caldwell, Catahoula, Concordia, Franklin, LaSalle and Tensas

1.318.412.3100 / 1.800.256.1610

District 58	Unit of Measure	Number
Mowing	Acres	43,037
Litter pickup	Cubic Yards	1,455
Roads resealed/overlayed	Miles	77
Drainage studies completed		10
Traffic studies completed		12
Roadway striping	Miles	451
Projects completed		16 (\$14,480,974)
Interstate maintained	Miles	0
Non-interstate maintained	Miles	1,428
Bridges maintained		410

"The Change Management program has allowed for improved data acquisition procedures for annual roadway inspections." – **Ricky Moon**, District 58 Administrator



District 58 Administrator **Ricky Moon** visits the riverfront in Vidalia. The Mississippi River bridge spans are pictured in the background.

Parishes: Ascension, Assumption, East & West Baton Rouge, East & West Feliciana, Iberville, Pointe Coupee and St. James

1.225.231.4100 / 1.800.256.1875



Districts



District 61 Administrator **Roy Schmidt** visits the Louisiana State Capitol in Baton Rouge.

District 61	Unit of Measure	Number
Mowing	Acres	49,522
Litter pickup	Cubic Yards	11,317
Roads resealed/overlayed	Miles	43
Drainage studies completed		0
Traffic studies completed		395
Roadway striping	Miles	943
Projects completed		27 (\$37,960,482)
Interstate maintained	Miles	88
Non-interstate maintained	Miles	1,735
Bridges maintained		796



Parishes: Livingston, St. Helena, St. John the Baptist, St. Tammany, Tangipahoa and Washington

1.985.375.0100 / 1.800.545.9280

Districts



District 62	Unit of Measure	Number
Mowing	Acres	38,232
Litter pickup	Cubic Yards	7,244
Roads resealed/overlayed	Miles	269
Drainage studies completed		4
Traffic studies completed		299
Roadway striping	Miles	1,318
Projects completed		36 (\$41,169,744)
Interstate maintained	Miles	232
Non-interstate maintained	Miles	1,632
Bridges maintained		1,058

District 62 Administrator **Connie Standige** visits the Country Market in Ponchatoula.

Moving Forward

Second 'continuous-flow' intersection in nation opens in Baton Rouge

DOTD project engineer **Phil Graves** said drivers on Airline are now spending less time at the intersection.

A traffic study shows that evening rush hour drivers are spending 40 percent less time through the corridor.

Project Cost: **\$4.4 million**
Project Contractor: **Coastal Bridge**
Project Contractor: **ABMB Engineers Inc.**

The first "continuous-flow" intersection (CFI) in Louisiana opened in Baton Rouge in March 2006 on **Airline Highway** at its intersection with **Sherwood Forest Boulevard** and **Siegen Lane**.

The CFI relieves congestion at the intersection by removing the left-turn conflict from the intersection. Instead, drivers making left-hand turns from Airline are routed to a left-turn bay, several hundred feet before they reach the main intersection. When the Sherwood-Siegen cross-traffic light turns green, so does the left-turn bay light, allowing Airline drivers who were in the left-turn bay to cross Airline and move forward to a second signal.

Then when Sherwood-Siegen cross-traffic stops on red and Airline through-traffic has a green signal, motorists on Airline complete the left turn onto Sherwood or Siegen.



The only other CFI intersection in the United States is located outside of Washington, D.C. in Maryland. More than 40 such intersections have been built in Mexico.

"This design positions us as leaders on the state, national and international levels in highway technology." - **Baton Rouge Mayor-President Melvin "Kip" Holden**



The "continuous-flow" intersection on Airline Highway at its intersection with Sherwood Forest Boulevard and Siegen Lane is only the second in the nation.

Baton Rouge City-Parish government hosted a ribbon-cutting ceremony to mark the opening of the new intersection.



"We're thrilled to have Louisiana become a trend-setter with this cutting-edge traffic design." - **DOTD Deputy Secretary Cedric Grant**

Moving Forward

Change Management Program

The Change Management Program is an improvement initiative commissioned in the fall of 2004 by Secretary Johnny B. Bradberry. Teams made up of 9.3 percent of the department's staff worked together to identify problem areas of the department's "as-is" processes and then developed recommendations for improvement. The department established a change management staff to facilitate the implementation of the recommended changes and to ensure continuous quality improvement throughout the agency.

The Change Management Program's accomplishments include:

- The establishment of a centralized traffic management center to control statewide traffic in emergencies. (see more on page 14);
- The implementation of several innovative approaches to minimize delays and reduce costs in utilities relocation – one of the most critical areas of project delivery;
 - The establishment of a clearly defined design plan quality standard;
- The establishment of electronic submissions of project plans and contractor payrolls;
 - A streamlined plan-change process.



"Change can be successfully achieved in any organization that wants to improve. The department's strength comes from all employees of the agency who are committed to working together on the basis of mutual trust, respect and support."

- Johnny B. Bradberry, DOTD Secretary



Moving Forward

DOTD focuses on customer service

DOTD created its customer service center in August 2005, following Hurricane Katrina, to answer calls from the public regarding road closures, available shelter and hotel vacancies and other hurricane-related questions. During Hurricane Rita, the center played an integral role in connecting people with available resources and getting them out of harm's way.

In May 2006, the customer service center began a public outreach pilot program in conjunction with the Airline Highway widening project in East Baton Rouge Parish. DOTD invited businesses and residents that would be affected by the project to sign up for weekly e-mail updates about the project's progression. The positive response DOTD received about this initiative has prompted the center to continue this proactive approach on future construction projects.



Khloe' McClendon, DOTD Customer Service Representative

After surviving both storms, DOTD decided to keep the customer service center open full-time as a one-stop shop for information about DOTD and to promote a customer service culture inside the department. The customer service center currently averages approximately **100** calls per day.

Operating hours are
Monday through Friday
from 7 a.m.-6 p.m.

Contact the customer
service center by calling
1-877-4LA-DOTD
(1-877-452-3683)

or by e-mailing
customerservice@dotd.la.gov

Moving Forward

DOTD Intelligent Transportation Systems Center opens

"Change Management was the mechanism that was used to organizationally position the department to capitalize on the benefits of Intelligent Transportation Systems (ITS) and more efficient traffic operations."

Steve Glascock,
ITS Engineer Administrator



DOTD opened its statewide Intelligent Transportation Systems Center (**DOTD/ITS Center**) in May 2005 to monitor traffic conditions on interstates and major state highways in Louisiana. Traffic management operators locate, monitor and respond to traffic incidents by utilizing automated systems and traffic management tools including 41 closed-circuit television cameras, 19 permanent dynamic-message signs, 52 portable dynamic-message signs, 54 radar vehicle detectors and computerized traffic signals.

Dynamic-message signs serve as an advanced warning system to drivers about road conditions such as blocked lanes, road work or emergency situations. Used in conjunction with radar vehicle detectors, which calculate speed and traffic volume, operators are able to display very accurate travel times between points on the roadway. The signs allow motorists to make informed decisions on whether to continue on their way or to choose an alternate route. The radar vehicle detectors also gather information for software-generated congestion maps that trigger alarms to alert operators of possible incidents on the roadway.

Operators at the statewide DOTD/ITS Center use information gathered from these tools to inform the public about traffic conditions through the state's **511 Traveler Information System**, the **Meteorologix Weather Information System**, the statewide traffic data collection and management system and traveler information on the DOTD Web site.

The statewide DOTD/ITS Center is also set up to function as an emergency operation center for DOTD. Information gathered during an emergency is shared with other incident and emergency management agencies.

The statewide center is staffed from 6 a.m. - 6 p.m. Monday through Friday. DOTD has plans for the center to be open 24 hours a day, 7 days a week by the end of fiscal year 2007.

In the future, the statewide DOTD/ITS Center will serve as the operations base for all of DOTD's **Intelligent Transportation Systems** and will provide backup and operational support to regional traffic management centers planned in the **New Orleans, Houma, Shreveport and Lafayette** areas.

In the East Baton Rouge Advanced Traffic Management/Emergency Operations Center located off Harding Blvd in Baton Rouge, DOTD began providing Traffic Operations for the Baton Rouge area with a full staff in October 2005. The Baton Rouge center is staffed from 5:30 a.m. to 10 p.m., seven days a week, 365 days a year. It is unique in that it is the only one of its kind in the nation that houses 911 operations for local police, fire and emergency services and serves as a hub for traffic management and emergency preparedness in a single location.



DOTD keeps traffic flowing with MAP program

Moving Forward

Studies by the Federal Highway Administration estimate that every stalled vehicle that blocks a lane creates an average of four minutes in traffic delay. To help maintain peak traffic capacity on Louisiana's interstates, DOTD has developed a service to help stranded drivers.

The Motorist Assistance Patrol (MAP) program helps to reduce traffic congestion caused by stalled vehicles. This free service assists drivers by providing them with two gallons of gas, fixing a flat tire, filling a radiator, charging a dead battery or providing other assistance.

MAP services are available in Baton Rouge (I-10, I-12 and I-110), Lake Charles (I-10), Shreveport-Bossier City (I-20) and New Orleans (I-10). The vans patrol seven days a week during daylight hours.

For more information about MAP, visit:

www.dotd.la.gov/programs_grants/motorist



The MAP program was originally funded with federal construction money as a special item to provide traffic control

during construction. DOTD has since developed a policy regarding MAP services not associated with construction projects. The policy allows DOTD to consider funding these services if the local **Metropolitan Planning Organizations** prioritize them in their Transportation Improvement Plans and fund 50 percent of their cost.



If you become stranded and need assistance from the Motorist Assistance Patrol, contact your local law enforcement. In an emergency, dial **911**.

FY 2006 Service Rendered	BR	SPT	LC*	NO
Fixed Tire	2,958	1,927	513	1,841
Gave Gas	1,195	1,138	210	498
Gave Water	512	204	70	411
Accident	1,189	549	234	943
Other Mechanical	3,321	1,102	342	1,808
Move Vehicle	919	144	126	359
Protect Scene	2,004	717	n/a	2,255
Abandoned	2,723	1,760	2,196	1,462
Called Help	783	335	157	358
Moved Debris	2,122	750	479	725
Service Refused	0	0	0	0
Other	3,828	1,322	1,018	2,747
Total	21,554	9,948	5,343	13,407

* Statistics for 2006 only. 2005 statistics were lost during Hurricane Rita.

MAP doesn't just improve traffic flow – it also aims to provide safety and much needed comfort to stranded drivers. According to comments provided by recipients of the MAP service, the program continues to be a success. Here's what they had to say:

"I think this program is EXCELLENT! The man who helped me was extremely helpful, and I was shocked when he offered to take me to work. Thank you so much!" – Baton Rouge, La.

"I felt very safe and was on my way in 10 minutes." – New Orleans, La.

"Thank you for such a wonderful service! We were returning to Florida after helping with hurricane relief in Lake Charles. God bless Louisiana!" – Pompano Beach, Fla.

"I really love the service! It's great for tax payers." – LaPlace, La.

"The [MAP] attendant gave us assistance and was a real comfort while we waited to be towed. Every time he made his rounds, he stopped to inquire about our well being. Four stars to DOTD!" – Metairie, La.

"[The MAP service] is great. I wish other states would follow your example." – Panama City, Fla.

"I was so grateful. [The MAP patrolmen] arrived within 5 minutes of my flat tire and were very courteous and helpful. I had my three small children with me and don't know what I would have done without their help." – Baton Rouge, La.

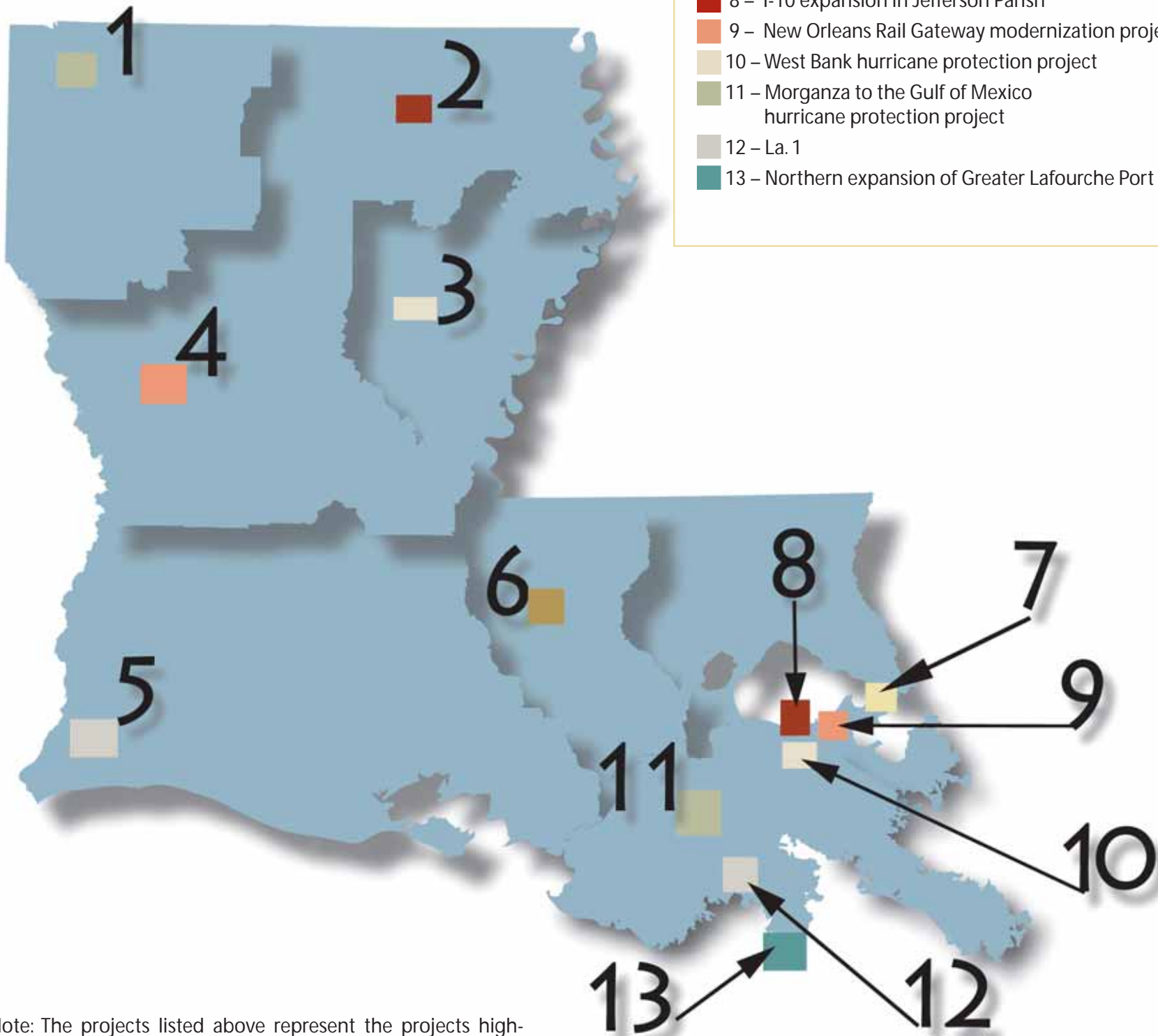
"The MAP attendant was most gracious, friendly as well as helpful. He was very thorough and had a wonderful sense of humor, which alleviated a great portion of the anxiety and frustrations we were having." – Gretna, La.

"The patrolmen pulled up behind me after a couple of minutes. I was so thankful. I didn't know what to do, but they fixed me right up." – Thibodaux, La.

Featured Projects

Legend

- 1 – I-49 North Corridor project
- 2 – The Ouachita Bridge at Sterlington
- 3 – Columbia Bridge construction project
- 4 – Four-laning of the La. 28/La. 8 corridor
- 5 – I-10 reconstruction in Calcasieu Parish
- 6 – I-10/Picardy Avenue interchange
- 7 – Rigolets Pass Bridge replacement project
- 8 – I-10 expansion in Jefferson Parish
- 9 – New Orleans Rail Gateway modernization project
- 10 – West Bank hurricane protection project
- 11 – Morganza to the Gulf of Mexico hurricane protection project
- 12 – La. 1
- 13 – Northern expansion of Greater Lafourche Port



Note: The projects listed above represent the projects highlighted in this annual report, as shown on the following pages. It is not a comprehensive list of all DOTD projects.

DOTD is constructing an 18-mile elevated roadway and fixed high-level bridge between **Golden Meadow** and **Port Fourchon** on the Gulf Coast. When completed, this bridge will replace the existing La. 1, which is prone to flooding because of subsidence and coastal erosion. Estimated cost for the entire project: \$1.3 billion.

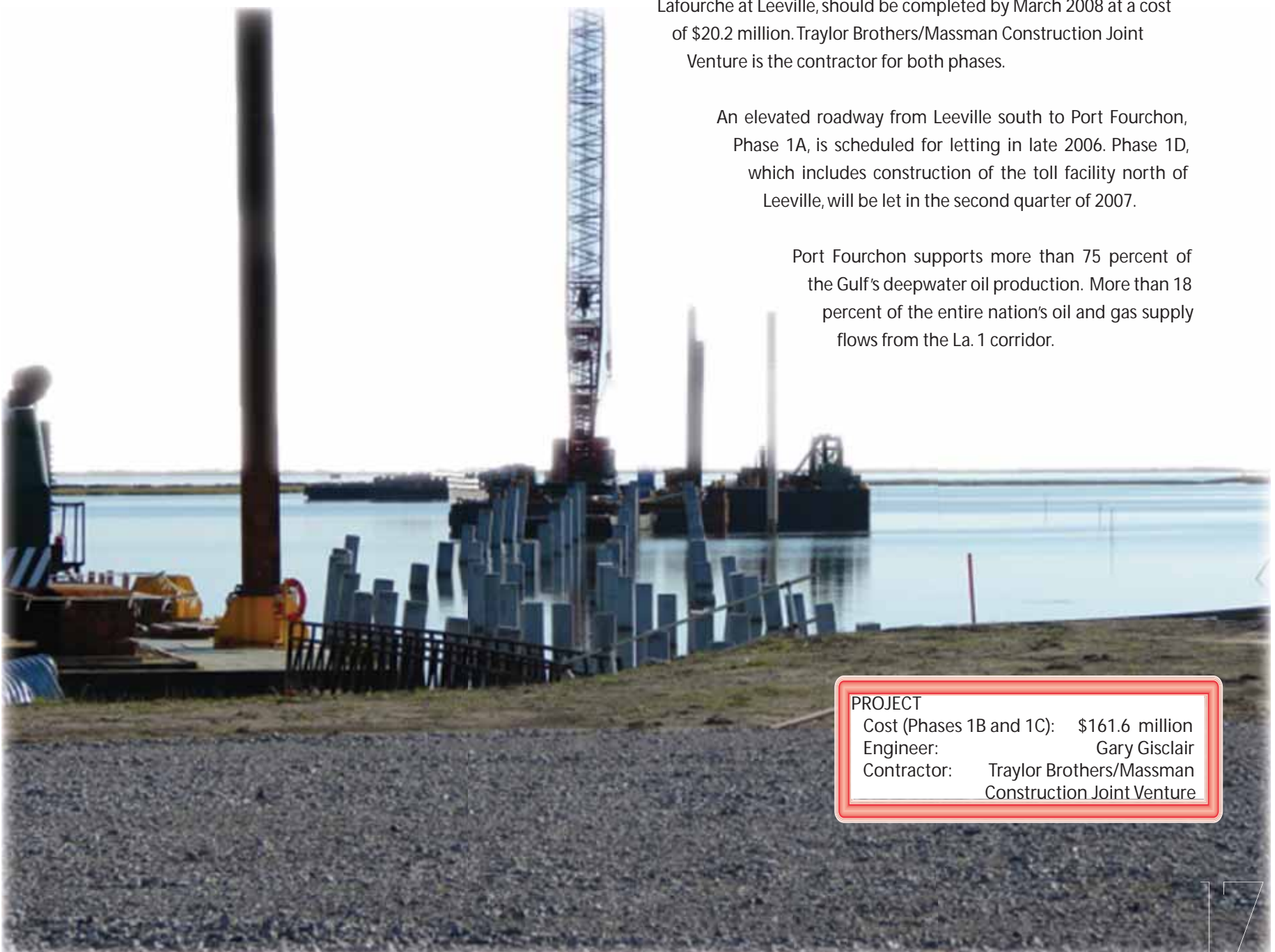
"The ravages of Katrina and Rita showed everyone in America the importance of Louisiana to this nation's economic health and just how important La. 1 is to the energy economy. La. 1 is not only the hurricane evacuation route for **Grand Isle** and southern Lafourche Parish, it's also the main route for Louisiana's vital energy corridor."

- **Gov. Kathleen Babineaux Blanco** at the March 24, 2006, groundbreaking ceremony in Leeville, La.

Construction work on Phases 1B and 1C is currently under way. Phase 1B, which includes the approaches to the bridge at **Leeville** and the connectors to the existing La. 1 roadway, is set for completion by December 2009 at a cost of \$141.4 million. Phase 1C, construction of the actual fixed high-level bridge over Bayou Lafourche at Leeville, should be completed by March 2008 at a cost of \$20.2 million. Traylor Brothers/Massman Construction Joint Venture is the contractor for both phases.

An elevated roadway from Leeville south to Port Fourchon, Phase 1A, is scheduled for letting in late 2006. Phase 1D, which includes construction of the toll facility north of Leeville, will be let in the second quarter of 2007.

Port Fourchon supports more than 75 percent of the Gulf's deepwater oil production. More than 18 percent of the entire nation's oil and gas supply flows from the La. 1 corridor.



PROJECT

Cost (Phases 1B and 1C): \$161.6 million

Engineer: Gary Gisclair

Contractor: Traylor Brothers/Massman
Construction Joint Venture

I-10 reconstruction in Calcasieu Parish



PROJECT	
Cost:	\$36,362,986
Engineer:	Eddie Morgan
Contractor:	Diamond B. Construction Co.

Work to add a third lane and reconstruct the existing lanes on each side of **I-10** between Vinton and Sulphur is under way in Calcasieu Parish.

The project consists of cold-planing and overlaying the outside shoulders, reconstructing the existing traffic lanes and constructing a third 12-foot travel lane on each side of the roadway.

Construction of the additional lanes will further DOTD's long-range goal of expanding I-10 to six lanes throughout Calcasieu Parish as part of the **National Freight Corridor Plan**. The plan's goal is to address road issues brought forth by an 8-percent annual increase in traffic from the trucking industry.

The expansion of this section of I-10 will alleviate congestion and improve safety on one of the region's most heavily traveled commercial routes.

Also included in the project is a plan to protect 36 live oak trees along a 3-mile section of the roadway between **Sulphur** and **Edgerly**. Six retaining walls are being built to protect tree root systems along the route, and additional guardrails will be installed to protect the trees.

Work started in June 2005 and is scheduled to be complete by May 2007.

I-49 North Corridor



PROJECT	
Cost:	\$16,209,290
Engineer:	Greg Wall
Contractor:	Eutaw Construction and Specialty Contractors

The first portion of construction on the much anticipated I-49 North Corridor Project has begun in Caddo Parish.

The current work includes clearing, grubbing and building drainage structures on a 7-mile stretch of roadway from **Mira** to the Arkansas state line. Additional work is also being conducted to lay the dirt foundation for the road. More than 1.7 million cubic yards of foundation have been placed so far, according to Greg Wall, DOTD project engineer.

Subsequent work will include roadway paving, bridge construction, realignment of state and parish roads and construction of interchanges at **La. 168** and **Mira-Myrtis Road**.

The **I-49 north corridor**, when complete, will include 36 miles of roadway extending from **I-220** in Shreveport to the Arkansas state line. It is expected to play a key role in hurricane evacuations and in attracting new businesses and jobs to northwest Louisiana.

Work on this portion of the I-49 north corridor began in February 2006 and is scheduled to be complete by May 2007.

Projects

Rigolets Pass Bridge Replacement

A project to replace the aging Rigolets Pass Bridge on **U.S. 90** between New Orleans and St. Tammany Parish continues.

The work includes replacing the existing 14-foot high, 3,200-foot-long mechanical swing-span bridge with a 72-foot-high, 5,491-foot-long high-rise bridge. The project also includes 1.3 miles of new roadway approaches. The new bridge is being built next to the existing bridge, which was opened in 1930.

PROJECT

Cost:	\$45,252,540
Engineer:	Lynn Marsalone
Contractor:	Massman Construction Co.

The new Rigolets Pass Bridge is designed to increase safety and reduce traffic backups for drivers on U.S. 90, which is an essential evacuation route. Because of the height of the existing bridge, an operator has to manually swing the center span open each time a marine vessel needs to pass under it. This process delays traffic and will no longer be needed when the new bridge is finished.

Work on the bridge, which was delayed by Hurricane Katrina, began in October 2004 and is scheduled to be complete by early summer 2008.

Four-laning of the La. 28/La.8 corridor

La. 28 between La. 8 and La. 121

PROJECT

Cost:	\$22.3 million
Engineer:	Michael Deselle
Contractor:	Gilchrist Construction Co.

La. 8 between La. 171 and La. 28

PROJECT

Cost:	\$15 million
Engineer:	Michael Deselle
Contractor:	Gilchrist Construction Co.

These two projects are part of a six-project plan to widen the **La. 8/La. 28** corridor to four lanes from **U.S. 171** in Vernon Parish to Bayou Boeuf in Rapides Parish. The scope of the entire project is to add two travel lanes and a median to the existing two-lane roadway, creating a four-lane divided highway. The existing pavement also is being replaced.

The La. 28 project involved widening 7.63 miles of roadway, from the highway's intersection with La. 8 to its intersection with **La. 121**. This project was completed November 2005.

More than 40 miles will be widened in the completed corridor project; when the La. 8 portion is finished in fall 2006, the entire corridor will be 41 percent complete.

The widening of the corridor and completion of these projects are extremely important to the area as the road is a vital link between Fort Polk and Alexandria.

Projects

Columbia Bridge construction project

DOTD is building a new, four-lane bridge over the Ouachita River in Columbia. The construction is divided into two projects – the main span of the bridge and its approaches. The main span project includes the construction of the bridge and its support system, and the approach project includes the realignment of **U.S. 165** so it connects to the new bridge. In addition, the project calls for the widening of U.S. 165 from two lanes to four lanes, as well as the construction of a turning lane from U.S. 165 into the Columbia town section.




The existing bridge in Columbia will be demolished once traffic is allowed on the new bridge.

PROJECT	
Cost:	\$42,192,721
Engineer:	Neal West
Contractor:	Jenson Construction Co.

The current bridge requires the center span to be lifted for river traffic to pass through, causing delays for motor traffic crossing the bridge. The elevation of the new bridge will allow river traffic to pass without lifting the center span, which will alleviate traffic delays on U.S. 165.

The main span project is scheduled to be completed by March 2007, and the approach project should be completed by August 2007.



Approximately 25 percent of the construction of the main span project took place below the surface of the Ouachita River.

Projects

I-10 Expansion in Jefferson Parish

The expansion of I-10 from **Causeway Boulevard** to the **17th Street Canal**, which began in February 2006, is expected to be completed in October 2008.

Work includes adding a fourth lane on each side of the roadway, constructing a second lane on the entrance and exit ramps at the Causeway and **Bonnabel Boulevard** interchanges and the relocation and upgrade of water and sewer mains along the I-10 service roads.

DOTD Project Engineer Larry Langenstein said the project to expand the 1.9 mile stretch of interstate will relieve traffic congestion that has been steadily increasing in this area for years. This section of **I-10** is one of the most traveled roads in Louisiana.

Additionally, the project is designed to relieve traffic congestion at the Causeway Boulevard interchange as a result of the rapid population growth and urban development occurring on Lake Pontchartrain's north shore.

The new roadway is being constructed with asphalt that is formulated to lengthen the life of the pavement and lower long-term maintenance and repair costs.



PROJECT	
Cost:	\$68,841,489
Engineer:	Larry Langenstein
Contractor:	Boh Bros. Construction Co.

This Ouachita Bridge at Sterlington, which is scheduled to be complete by summer 2009, will replace the 75-year-old movable bridge on **La. 2** across the Ouachita River with a high-rise bridge. This means the 7,000-8,000 vehicles that travel the bridge each day will no longer have to stop for marine traffic.

"The rebirth of this bridge will bring new life to the economies of Union and Ouachita parishes," said DOTD Secretary Johnny B. Bradberry at the groundbreaking ceremony held on June 12, 2006. "It will also be more convenient and much safer than the old bridge."

While the old bridge had no shoulders, the new bridge will boast 10-foot shoulders and lanes two feet wider than the original 10-foot lanes. The new two-lane bridge will be 44 feet wide, whereas the old bridge was only 20 feet wide. Because of the expanded width, large trucks will have fewer problems crossing the bridge.

This project was designated as a priority project by DOTD because of the significant impact it will have on the surrounding areas. When complete, the bridge – which is approximately 10 miles from Monroe – will serve as an alternate route for crossing the Ouachita River if the **I-20** Bridge is impassible. This will help to alleviate traffic delays in Monroe.

PROJECT	
Cost:	\$36.9 million
Engineer:	Marshall Hill
Contractor:	Jenson Construction Co.



The Ouachita Bridge at Sterlington

I-10 /Picardy Avenue Interchange

PROJECT	
Cost:	\$50.6 million
Engineer:	Mike Vosburg
Contractor:	James Construction Group LLC

The road to the mall just got a little easier.

Situated between two well developed economic areas in Baton Rouge – **Bluebonnet Boulevard** and **Siegen Lane** – the I-10/Picardy Avenue Interchange project is designed to relieve some of the traffic congestion on I-10.

In the past, traffic entering and exiting the Mall of Louisiana was limited to using the Bluebonnet Boulevard entrance and exit ramps off **I-10**. When this project is complete, drivers will be able to enter the mall using the old Bluebonnet exit or by using the new Picardy exit, overpass and extension.

The project will add two new frontage roads that parallel I-10 between Bluebonnet and Siegen. Drivers will be able to move between the two areas without having to travel on the interstate. Each frontage road consists of two 12-foot lanes and will connect to the Picardy overpass and extension. Drivers exiting the mall can use the frontage roads to go to Siegen, Bluebonnet or I-10.

The project is scheduled to open to traffic by the end of 2006.



Projects

Morganza to the Gulf of Mexico hurricane protection project



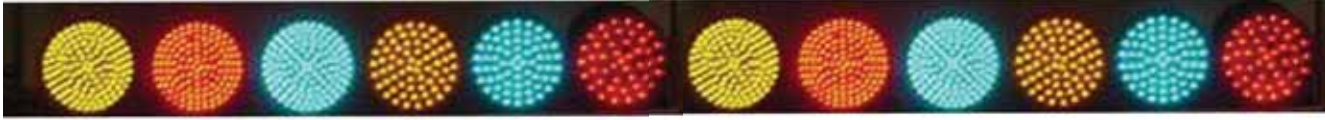
The proposed hurricane protection project from Morganza to the Gulf of Mexico is designed to protect developed areas in **Lafourche** and **Terrebonne** parishes, as well as the remaining fragile marsh, from hurricane storm surge. At the end of fiscal year 2006, the hurricane protection plan – which will offer a 100-year level of flood protection – was in the pre-construction engineering and design phase. The design featured approximately 72 miles of earthen levees with 12 floodgate structures proposed for the navigable waterways and a lock structure in the Houma Navigation Canal. The lock design is scheduled to be complete in fiscal year 2008.



Construction costs are expected to add up to \$888 million. Project expenditures through fiscal year 2006 totaled \$39,015,820. Sixty-five percent of the project is being funded by the federal government and 35 percent by the Terrebonne Levee and Conservation District (TLCD) and DOTD. When complete, the project will be operated and maintained by the TLCD.



Because of the constant threat of hurricanes, DOTD is working closely with the TLCD to expedite the construction of the hurricane protection features that are the non-federal responsibility. During fiscal year 2006, TLCD began constructing two levee construction contracts and one floodwall contract. Additional construction will begin in 2007, depending on design progress.



The West Bank hurricane protection project is designed to protect three areas from hurricane storm surge: **Westwego** to the **Harvey Canal**, east of Harvey Canal and the **Lake Cataouatche** area. The project design includes the construction of levees, floodwalls, floodgates and pumping stations to provide a 100-year level of flood protection. As the non-federal sponsor for the project, DOTD has signed an agreement with U.S. Army Corps of Engineers for the construction of the project.

Before Hurricane Katrina struck on Aug. 29, 2005, the project was 38 percent complete, and the total construction cost was estimated to be \$340 million.

After Katrina, through two emergency supplemental appropriations bills, Congress authorized a total of \$799.3 million in federal funds for the project – \$147 million to accelerate completion of the previously authorized work, \$60 million for restoration of damaged or deficient sections, and \$591.3 million for the construction of levee components to the 100-year level of protection.

The accelerated project will be 100-percent federally funded; the remainder of the project costs will be funded at a cost share of 65-percent federal/35-percent non-federal (**West Jefferson Levee District** and DOTD).

At the end of fiscal year 2006, project expenditures totaled more than \$181.2 million, and all parts of the project were under construction.

When complete, the project will be operated and maintained by the **Orleans Levee District**, the **West Jefferson Levee District** and the **Plaquemines Parish Government**.



The Northern Expansion of Port Fourchon Projects



DOTD and the Greater Lafourche Port Commission are working on a \$20-million project to expand Port Fourchon into a 1,700-acre impoundment. The Northern Expansion, an integral component of the port's phased expansion, consists of dredging and bulkheading more than a mile of waterfront property, constructing more than a mile of aggregate surface roadway and waterline, and constructing approximately a mile and a half of asphalt roadway.

The expansion project will create approximately 98 acres of property, which will be leased to companies that provide support for oil and gas exploration and production. The expanded capacity also will improve Port Fourchon's ability to respond to tropical storm system recovery efforts.

DOTD's **Louisiana Port Construction and Development Priority Program** is funding more than \$16 million of the project, and the **Greater Lafourche Port Commission** is funding the balance. The project began in April 2004 and is scheduled to be complete by March 2007.



"The Change Management program has established performance measures that are more realistic and more relevant to the work we perform. Also, DOTD employees are now involved in the decision-making process." - **Ed Preau, Assistant Secretary of Public Works, Hurricane Flood Protection and Intermodal Transportation**

New Orleans Rail Gateway Modernization Project Projects

DOTD has partnered with the **New Orleans Regional Planning Commission**, the **Association of American Railroads (AAR)**, the **New Orleans Public Belt Railroad** and all of the major (Class-1) railroads operating in New Orleans to conduct a feasibility study for a collection of projects along the New Orleans gateway. Because of the increase in freight rail traffic in the last few years, the capacity of the New Orleans gateway – the 29 miles of rail from **Avondale** to **Gentilly** – has reached its limit.

The projects, which are collectively known as the New Orleans Rail Gateway Modernization Project, are designed to improve the flow of rail and vehicle traffic through New Orleans. The study, which began in January 2006, will provide the partnership with options as well as estimated costs for making the improvements.



The 121-mile U.S. 171 project is one of 16 TIMED projects. At completion, the highway will be four lanes from **Shreveport** to **Lake Charles**. As of September 2006, the project was 61 percent complete—with 10 segments out of 23 under construction and 11 complete. Widening of the entire corridor is scheduled for completion in late 2010 and will cost approximately \$595 million.

U.S. 171 TIMED



The longest of all of the TIMED projects, U.S. 165 will be four-laned from **I-10** to Bastrop and then on **U.S. 425** to the Arkansas State line for a total of 173 miles. The \$952 million project is divided into 30 segments. Of those segments, nine were complete and 12 were under construction as of September 2006. The entire project is 39 percent complete and scheduled for completion in late 2010.

U.S. 165 TIMED



U.S. 167 will be four-laned from **Alexandria** to the Arkansas state line. The total project length is 112 miles and is divided into 22 segments. As of September 2006, the project was 33 percent complete, with four segments finished and 11 segments under construction. The cost of the project is \$705 million and completion is scheduled for late 2010.

U.S. 167 TIMED



Preserving the past, embracing the present and building the future.

The Huey P. Long Bridge Widening Project was officially kicked off by Gov. Kathleen Babineaux Blanco and Secretary Johnny B. Bradberry at a groundbreaking ceremony April 27, 2006.

The primary purpose of the \$660 million project is to widen the bridge to six lanes and enhance safety, emergency evacuation, economic development, quality of life and connectivity between the east and west banks of Jefferson Parish.

Phase I, which will widen the bridge support structure, was awarded to Massman Construction Co., and construction began in spring 2006. Phase II involves modification of the railroad supports. Construction, which will be performed by Boh Bros. Construction Co., began in summer 2006. The first two phases of the project will not affect traffic on the bridge.

Phases III and IV, which will be let in late 2006 and mid 2007 respectively, involve the main bridge widening and new approaches to the bridge. The entire project will be complete by the end of 2011.



The John James Audubon Bridge in **New Roads** will unite Pointe Coupee and West Feliciana parishes and replace the existing ferry crossing over the Mississippi River. Currently, the ferry is the only way to cross the river between Natchez, Miss., and Baton Rouge, La.

The \$406 million Audubon Bridge project is DOTD's first design-build project, meaning the contractor is responsible for both the design and construction of the project. This process will save approximately nine to 12 months on the project. DOTD selected Audubon Bridge Constructors, a joint venture of Flatiron Constructors, Granite Construction and Parsons Transportation Group, as the contractor for the bridge on April 4, 2006. It is anticipated to be complete by summer 2010.

The Audubon Bridge, proposed to be the longest cable-stayed bridge in North America, will have a 1,583-foot main span. The project includes a 2.44-mile, four-lane bridge structure and approximately 12 miles of approaches that will link Pointe Coupee and West Feliciana parishes.

"The Audubon Bridge will be an important connection for this area in this century and beyond," **Gov. Kathleen Babineaux Blanco** said at the groundbreaking ceremony on May 11, 2006. "It will connect two cities, two parishes and two regions."

The Audubon Bridge is named for John James Audubon, who painted 32 of his *Birds of America* paintings while residing at Oakley Plantation in St. Francisville.



Louisiana Transportation Research Center Programs

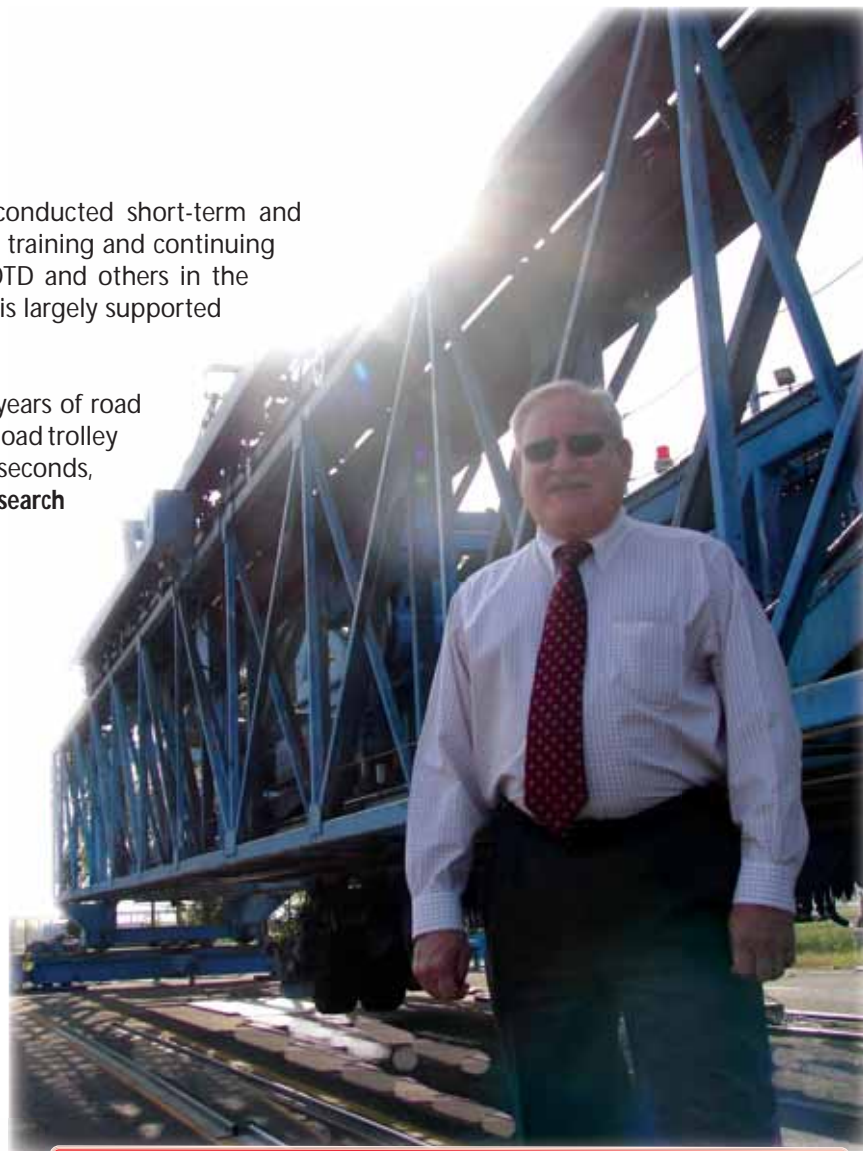
Since 1986, Louisiana Transportation Research Center (LTRC) has conducted short-term and long-term research and provided technology assistance, engineering training and continuing education, technology transfer, and problem-solving services to DOTD and others in the transportation community. The center, directed by Harold "Skip" Paul, is largely supported by funding authorized by the **Federal Highway Administration**.

LTRC uses an accelerated loading facility (ALF) to compresses many years of road wear into just a few months of testing. ALF uses a computer-controlled load trolley to simulate the weight and movement of traffic repetitively every 10 seconds, around the clock. The machine, located at the DOTD **Pavement Research Facility** in Port Allen, La., is one of only three of its kind in the nation.

ALF is just one way the LTRC stays on top of the latest technology. The center also administers 14 research projects and one technical assistance project in fiscal year 2006. Thirty research projects are still active.

During fiscal year 2006, LTRC issued 62 construction certifications to departmental personnel and 29 to nondepartmental personnel. The center also recertified 212 departmental personnel and 36 nondepartmental personnel.

LTRC developed nine training courses and performance evaluations and provided 29,197 completed courses consisting of 128,033 hours of training.



"Skip" Paul and ALF

The Business Recovery Center Programs



The Business Recovery Center (BRC) was created by DOTD to help certified **Disadvantaged Business Enterprises** (DBEs) in disaster-affected areas of Louisiana get back on track in the aftermath of hurricanes Katrina and Rita. The center, run by Henry Consulting, works with the DOTD Compliance section to assist DBE firms with recovery efforts.

Since its inception on Nov. 1, 2005, the BRC has helped 84 firms by notifying them of upcoming opportunities, business-loan application processes, insurance matters and contracting activities such as bidding and estimating, consultation and referrals. The center also has provided access to computers, fax machines, printers and telephones for the DBEs to conduct business. In January 2006, the center relocated to New Orleans, where most of the affected DBE firms operate.

From December 2005 to May 2006, 33 contracts were awarded to 12 DBEs; the value of all of the contracts awarded to the DBE firms was \$2,501,013.



Safety Programs

STATISTICS:

- In Louisiana, train accidents were down by 21 percent during the first six months of 2006 as compared with the same period last year, as reported by the Federal Railroad Administration.
- Three thousand miles of freight service railroad tracks run through Louisiana.
- Forty-six percent of public crossings have flashing lights.
- Twenty-eight percent of public crossings have both flashing lights and gates.
- In fiscal year 2006, DOTD work ordered signal improvements on 41 railroad crossings, surface improvements on 10 railroad crossings, and four railroad crossing improvements by the relocation of storage tracks.



RAILROAD BILL SIGNING

Gov. Kathleen Babineaux Blanco ceremoniously signed a new law on Aug. 18, 2005, that will make Louisiana roads safer by giving DOTD the authority to close railroad crossings on nonstate roads.

"Louisiana has the fourth highest number of train-vehicle collisions in the country. This year alone, 14 people have died in collisions at crossings," said Gov. Blanco at the ceremony. "This law will help DOTD work with parish and local governments to consolidate crossings. It's another step toward making Louisiana safer for our citizens."



Louisiana has 2,961 public railroad crossings, but only about a third are on state roads. Prior to enactment of the new law, DOTD could recommend the closing of crossings at nonstate roads for safety reasons, but local authorities had to agree.

The ceremonial signing of Senate Bill 353 was held in Ponchatoula in recognition of that city's exemplary railroad safety record and its level of cooperation with state government in railway safety matters.

WORK ZONE AWARENESS WEEK: Let them work, let them live

The theme of the 2006 Work Zone Awareness Week, held April 3-9, 2006, was "Let them work, let them live."

DOTD set up a cone memorial on the front lawn of its headquarters building on Capitol Access Road in Baton Rouge. The memorial was in remembrance of the 1,068 people killed nationwide in work zones in 2004. According to the federal Fatality Analysis Reporting System, 14 people were killed in Louisiana's work zones that year.

In addition to the memorial, a Louisiana State Police public service announcement was aired throughout the month of April, and a Work-Zone Safety Day event was held at the Slidell Welcome Center on April 6.



Safety Statistics: According to DOTD's Transportation Safety Section, 20 safety-related projects, totaling more than \$23 million, were let to contract in fiscal year 2006. Eleven involved intersection improvements, six were roadway improvements and three roadside improvement projects were awarded.



Transportation Enhancement Program Programs

The Port Allen levee

DOTD completed Phase II of the Port Allen Levee project on Nov. 30, 2005. This project was a continuation of the Phase I project, which upgraded the old Port Allen ferry landing area with new lanterns, benches and red-brick walkways.

Phase II continued the levee walkway and bike path from the ferry landing to a bike ramp that descends to Oaks Avenue and into Rivault Park. This path consists of several hundred feet of concrete surface and is now an inviting walkway for pedestrians.

Prior to the completion of this project, the road to the levee was a gravel-and-dirt road that allowed maintenance crews access to the levee. In addition, the levee was not ideal for the residents of Port Allen who run, walk or cycle on the levee.

The levee top is now a central meeting place for friends and families to exercise, to view the river or to enjoy events like the annual Fourth of July fireworks.

The recreational upgrades provide a safer path and a more scenic view of the Mississippi River.



PROJECT

Cost:	\$280,645
Engineer:	Keith Palermo
Contractor:	Garrett-Laborde Construction LLC

Transportation Enhancement Program Programs

Gerard Street in Mandeville

Mandeville's Gerard Street was dotted with potholes, had overgrown grass shoulders and no sidewalks. The road also had open drainage ditches and culverts that were a constant flooding problem for this area.

As a result of a DOTD enhancement-project grant, subsurface drainage was installed and the ditches were filled. This increased the street's parking capacity, allowing for paved parallel-parking stalls. The contractor overlaid the road and added concrete curbs and sidewalks, providing a pedestrian and bicyclist friendly landscape.



PROJECT

Cost: \$1,086,188
Engineer: Larry Sharp/Will Murray
Contractor: Byron E. Talbot Contractor Inc.



The grant also provided \$150,000 for landscaping and decorative pedestrian lights consistent with the bell-shaped style of old Mandeville.

This project, completed Aug. 26, 2005, provides better drainage, a pedestrian-friendly landscape, additional parking and an attractive roadway for the heart of Mandeville.

Vidalia Sidewalks

DOTD realizes that transportation is more than just roads and bridges. Often, smaller projects mean more to a community than large-scale construction projects. For example, after providing subsurface drainage for many streets in its city, Vidalia, La., needed sidewalks. The city applied for, and received, a DOTD enhancement project grant.



PROJECT

Cost: \$425,234
Engineer: Roger Wise
Contractor: Nottingham Construction Co. Inc.

During summer 2005, DOTD provided approximately 43,500 feet of four-foot wide sidewalk for Vidalia.

The City of Vidalia placed sidewalks in high-pedestrian-traffic areas near schools – particularly Vidalia Junior High, and Vidalia Upper and Lower Elementary schools – and shopping areas.

Now, 80 percent of the streets that lead to schools in Vidalia have sidewalks. The sidewalks provide an alternative means of transportation for the citizens of Vidalia, such as walking and bicycling.



Wildflower Seed Bank Project

Going The Extra Mile

In October 2005, the University of Louisiana at Lafayette (ULL) spearheaded a proposal to create the Wildflower Seed Bank Project to establish a seed bank that would be a collection center for native seed. DOTD, through FHWA's Transportation Enhancement Program, selected the Wildflower Seed Bank Project as a recipient of federal funds for an enhancement cost reimbursement project.

Beginning in 2006, ULL partnered with the University of Louisiana at Monroe, Southeastern Louisiana University and DOTD maintenance crews to identify, collect and conserve native wildflowers, conduct research and develop seed plots in three regions of the state.

The seed bank will assist seed producers and increase the availability of certified native seed. With more growers the state will have more native wildflower seed for roadside beautification. In time, the bank will provide native seed for new construction projects and current roadsides across the state.

Louisiana has much to gain from this innovative program, including education for students, use of native plants in landscapes for water conservation, reduced mowing cycles for state and local roads, the potential for a new seed industry acclimated to the south and Gulf Coast region and beautiful roadsides for residents and visitors to enjoy.



Going The Extra Mile

DOTD, FHWA preserve Front Street in Natchitoches

Front Street in downtown Natchitoches is the only brick-surfaced street in the Louisiana Highway System maintained by DOTD. The street has remained in its original brick-surface form since it was paved in 1904 and then widened in 1927, leaving a visible construction seam. Over time, water infiltration of the base has resulted in numerous ruts and cracks on the surface.

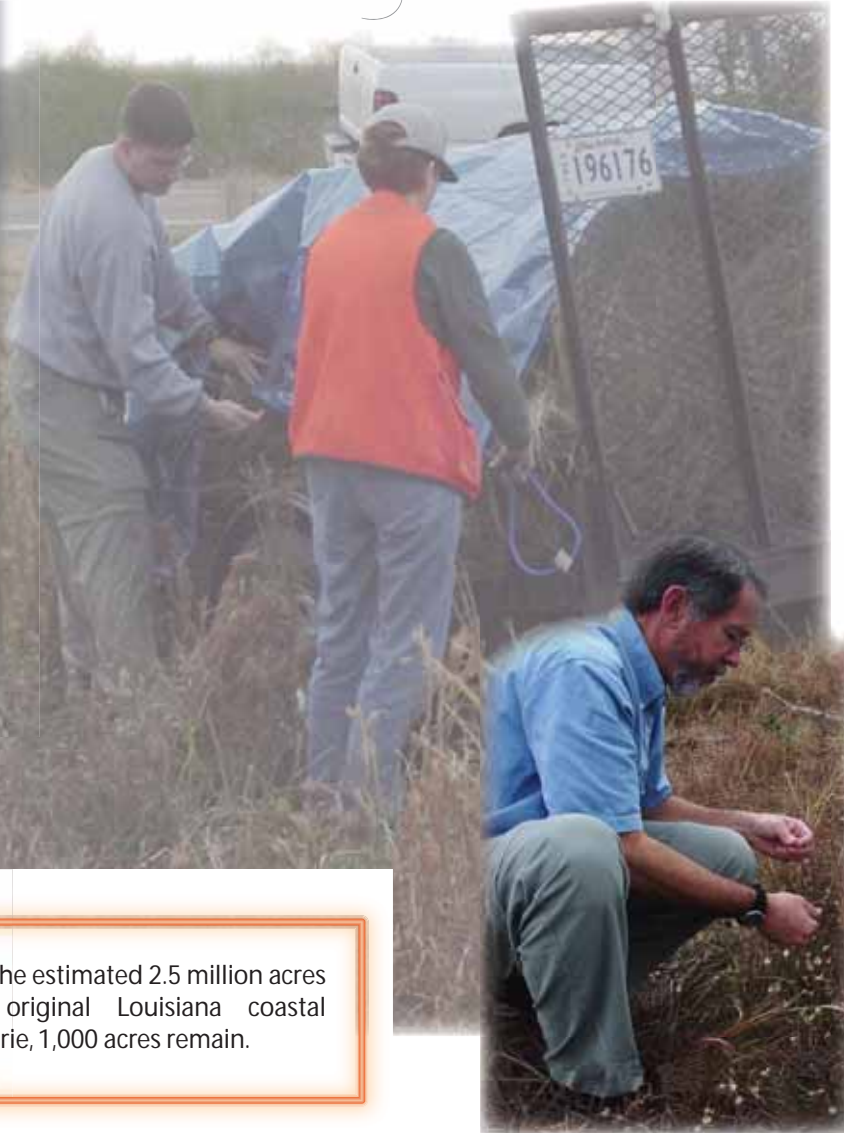


To maintain the ambiance of the Natchitoches Historic Landmark District, DOTD and **Federal Highway Administration** (FHWA) signed a Memorandum of Agreement Nov. 22, 2005, committing to the preservation of Front Street. A partnership between DOTD, FHWA, the **National Park Service**, and the community of Natchitoches resulted in the use of the existing bricks to resurface Front Street and provided an improved transportation facility.

The project, which was finished in June 2006, rehabilitated the existing road-base, preserved the existing brick surface, and added crosswalks to meet **American with Disabilities Act** guidelines.

DOTD, partners relocate prairie grass

Going The Extra Mile



Southwest Louisiana once had vast expanses of diverse coastal prairie with more than 500 plant species. This prairie served as home to a multitude of grassland birds, waterfowl, insects and other wildlife.

A 4-acre portion of the prairie was in the path of the **U.S. 165** widening project near Lake Charles. In January 2006, DOTD partnered with **Louisiana Department of Wildlife and Fisheries**, **Gulf South Pipeline Corp.** and volunteers to relocate the coastal prairie remnants.

The prairie remnants were transplanted to three locations. The bulk of them went to the Duralde unit of the **Lacassine National Wildlife Refuge**, a 330-acre prairie-restoration site.

The second location was the McNeese University farm, where the plants became part of the **Louisiana Native Plant Initiative**.

The third location was the **Center for Ecological and Environmental Technology** operated by the University of Louisiana at Lafayette. A three-acre prairie-restoration site has been created as part of the University's "Heritage Habitats."

DOTD gives its deepest thanks to all the volunteers. This endeavor would not have been possible without their tireless effort, enthusiasm and dedication to recovering our state's resources.



Of the estimated 2.5 million acres of original Louisiana coastal prairie, 1,000 acres remain.

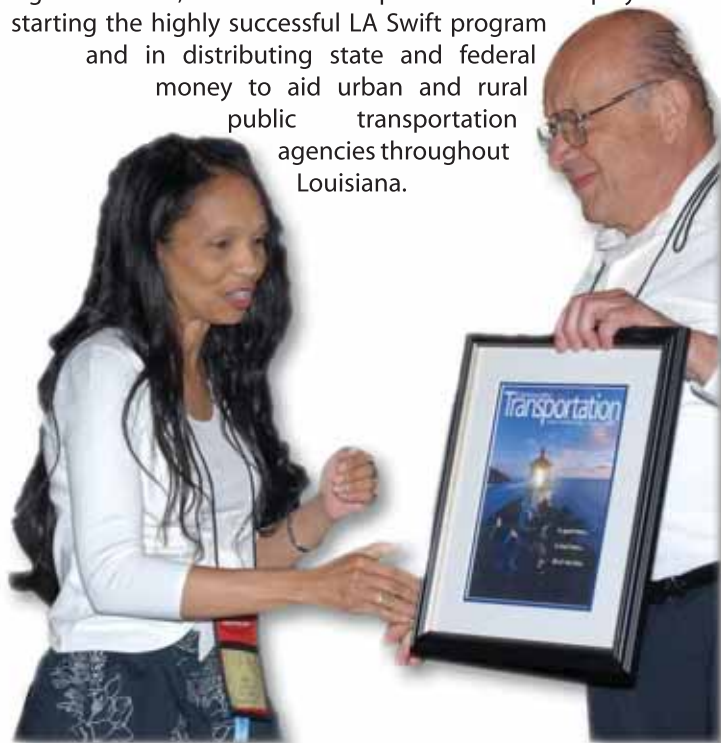
FTA Award for Excellence

DOTD's **Public Transportation Section** received the Federal Transit Administration's Award for Excellence for its outstanding performance and dedication to the citizens of Louisiana during and after Hurricanes Katrina and Rita. The award was presented to the Public Transportation Team at the Annual Public Transit Conference in New Orleans on Sept. 25, 2006.

Community Transportation Association of America Award

The Community Transportation Association of America presented an award to Donna Lavigne, assistant administrator of DOTD's **Public Transportation Section**, recognizing the section for its outstanding service to the citizens of Louisiana in the aftermath of Hurricanes Katrina and Rita.

Following the storms, the Public Transportation Section played an instrumental role in starting the highly successful LA Swift program and in distributing state and federal money to aid urban and rural public transportation agencies throughout Louisiana.



AASHTO Partnering Award



The American Association of State Highway and Transportation Officials (AASHTO) presented DOTD's Traffic Operations Team with an **Honorable Mention Award** in the "pathfinder" category for its work on designing the state's contraflow plan, which was used during Hurricane Katrina.

Working collaboratively with four other agencies, DOTD designed the contraflow plan to assist in emergency evacuations. By using the plan, 1.3 million people successfully evacuated from New Orleans and surrounding areas prior to Hurricane Katrina's landfall.

South Central Arc User Group Founders Award



Jim Mitchell, IT geographic manager, won the Founder's Award for being instrumental in changing the future of Geographical Information Systems in the South Central United States. The award was presented at the 16th annual South Central Arc User Conference in Fort Worth, Texas, in February 2006.

National Partnership for Highway Quality "Risk Taking" Award

The National Partnership for Highway Quality awarded DOTD's **Change Management Team** with a bronze award in the "Risk Taking" category. This award is given to those in the highway field who take intelligent and calculated risks to prove there are better ways of doing things than the status quo.



From left, Gerrie Penn, Michael Bridges and Kirt Clement of DOTD accept a National Partnership for Highway Quality (NPHQ) award from Dave Geiger and Doug Rose, NPHQ co-chairs.

Pavement Smoothness Award

DOTD's **District 58** was the recipient of the Federal Highway Administration's Pavement Smoothness Award. The award was given to DOTD for its exceptional effort in providing quality construction oversight on projects in District 58, resulting in the smoothest pavements on the National Highway System.



U.S. Department of Transportation
Federal Highway Administration

Louisiana Rural Water Association expresses appreciation



The Louisiana Rural Water Association presented an award to **Nicholas Verret**, District 08 water resources and development engineer, to express appreciation of DOTD's helpfulness and cooperation to ensure rural communities have clean drinking water throughout the year.

Quality In Construction Award

The National Asphalt Paving Association presented DOTD Project Engineer **Chris Roussel** and **Gang 268** with a Quality in Construction Award for their work on 10.38 miles of I-49 from La. 181 to La. 106, near Bunkie, La. The project was recognized for its smoothness, overall aesthetics and great ride quality. The contractor for the work was Diamond B. Construction Co. of Alexandria, La.

Three honored for dedicated civil service



The Louisiana Civil Service League presented DOTD Attorney Supervisor **James B. Frederick Jr.**, former DOTD Aviation Director **Tony Culp** and former DOTD Head of Financial Services **Salvador F. Faldetta** with Charles E. Dunbar Jr. Career Service Awards for their dedication to civil service.

Frederick, a DOTD employee for more than 36 years, joined the department's legal section in 1979. He has been active in the community through his work at Our Lady of Mercy Catholic Church and the Kiwanis Club.

Culp joined DOTD in 1993 as an area aeronautical specialist after 20 years in the U.S. Air Force. He was promoted to aviation director in 1996, where he was responsible for compliance with state and federal regulations at more than 650 airports in the state. He was also instrumental in developing cost and time saving initiatives in the aviation section. Culp retired in March 2006.

Faldetta, who retired with 36 years of state service, joined DOTD as District 62's first district accountant in 1971. He became section head of financial services in 1996. His community work includes service as president of the Rose Memorial Cemetery and as grand knight of the Hammond Council of the Knights of Columbus.

Nominees for this award are judged on commitment to classified service, contributions toward work or workplace environment, personal initiative and volunteer career service. DOTD Undersecretary Michael Bridges and Louisiana Civil Service League Executive Vice President Daniel Sullivan honored the recipients at a ceremony hosted by DOTD.

National Partnership for Highway Quality "Making A Difference" Award



The DOTD **Traffic Operations Section** received a Gold "Making A Difference" Award from The National Partnership for Highway Quality for the design and implementation of DOTD's contraflow plan. This award recognizes organizations that have excelled in the improvement of planning, construction and maintenance of the nation's highways.

From left, Steve Glascock and Cedric Grant of DOTD accept the Gold "Making a Difference" Award from National Partnership for Highway Quality co-chairs Dave Geiger and Doug Rose.

Employees In The Military

DOTD would like to recognize those employees who are members of the various branches of the United States military. These exceptional individuals have not only taken on the task of serving their state as civil servants, but they have also chosen to honor and serve their nation. DOTD is proud to salute all of the brave men and women who have served our country.



John Basilica*

Chad Chauvin

Carl E. Courville*

Michael DeSelle*

Derek Duvic

Latasha Fly

Stephen Harris

Cotina Jennings

Frank Jones

Bryan Lingefelt*

Leon Lovette

Michael Murphy

Roy Nugent

Jesse Phillips*

Edwin Rushing

Marcus Smith

Nicholas S. Tranchina*

Mike Wilkinson



Lemoyne Brewster

Christopher Chavez

Larry Davis*

Anthony Dorsa*

Jeffrey Ernst

Royal Freeman

Dustin Hickman

Donald Johnson*

Gerald Jones

Purvis Lighten

Eric Martinez

Raymond Nash

Eric Palmer*

John Pigotte

Diane Smith*

Darlene Stone

Daniel Van Oss

Carl Williams



James Broadwater

James Courtney

Stephen F. Davis*

Wade Duplechin

David Feemster

Christopher Gurba*

Christopher Israel

Kevin Johnson

Michael Shane Leblanc

Karron Lofton*

Stephanie Miller

Tyrone Nears*

Harold "Skip" Paul

Roxanne Price*

Glen Ray Smith

Darren Thomas

Wendell Weeks*



*Employees who were on active duty during fiscal year 2006

2005 -

D O T D
Annual Report

A Year of

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&
CHALLENGES

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